

Date: Tuesday, 03/06/2008 8:58:29 AM
 User: Linda Lacelle

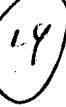
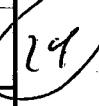
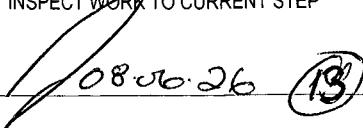
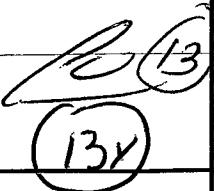
Process Sheet

Customer	: CC-DAR01 Dart Aerospace Ltd.		Drawing Name	: REWORK	
Job Number	: 39663		Part Number	: D3276041	
Estimate Number	: 10804		Drawing Number	: NCR08-053	
P.O. Number	:		Project Number	:	
This Issue	03/06/2008	S.O. No. :	Drawing Revision	:	
Prsht Rev.	: NC		Material	:	
First Issue	/: /	Type : SMALL /MED FAB	Due Date	10/06/2008	Qty: 1 Um: Each
Previous Run	: 39662				
Written By	:				
Checked & Approved By	:				
Comment	:				

Additional Product

Job Number:



Seq. #:	Machine Or Operation:	Description :
1.0	QC	QUALITY CONTROL  
Comment: QUALITY CONTROL PULL FROM STOCK: <i>3 36502</i>  <i>D3276-041 B 36596</i>  VERIFY TABS FOR BEND DIRECTION <i>SB 08/06/03</i> 		
2.0	D3276041	Baffle Assembly LH  
Comment: Qty.: 1.0000 Each(s)/Unit Total : 1.0000 Each(s) Cold Weather Baffle		
3.0	SMALL FAB 1	SMALL & MEDIUM FAB RESOURCE 1  
Comment: SMALL & MEDIUM FAB RESOURCE 1 REWORK PER DRWG AND NCR08-053 <i>08/06/03 (19)</i> <i>SP 08/06/03</i> 		
4.0	QC5	INSPECT WORK TO CURRENT STEP   <i>08/06/26 (13)</i> <i>See Attached LPI not necessary</i> 
5.0	PACKAGING 1	PACKAGING RESOURCE #1   <i>179</i> <i>8/6/27</i> <i>SP (13)</i> 

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Process Sheet

Customer: CC-DAR01 Dart Aerospace Ltd.

Drawing Name: REWORK

Job Number: 39663

Part Number: D3276041

Job Number:



Seq. #: Machine Or Operation:

Description :

6.0 QC21

FINAL INSPECTION/W/O RELEASE



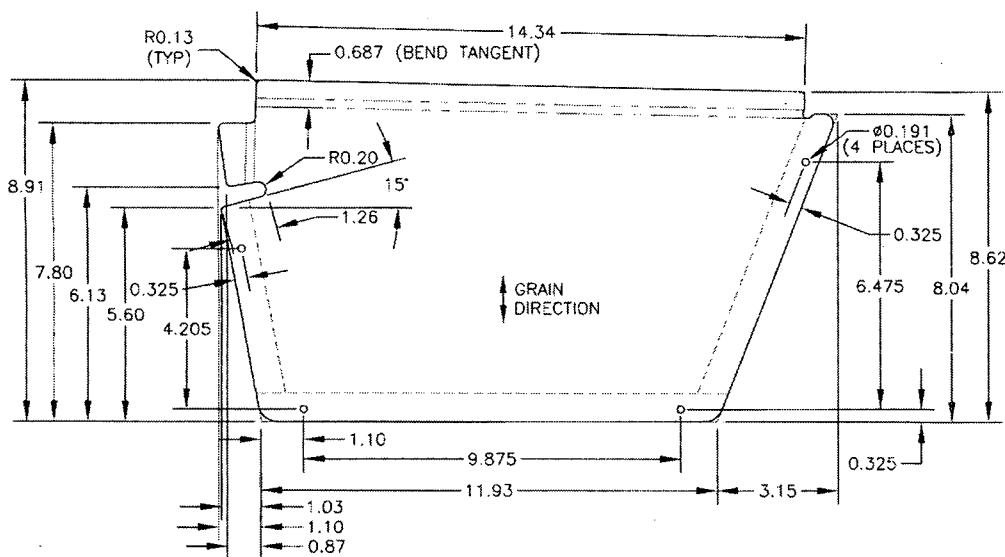
08/07/08

Comment: FINAL INSPECTION/W/O RELEASE

Job Completion

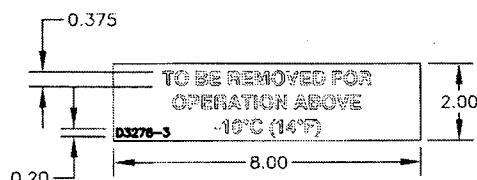


mf 08-07-02



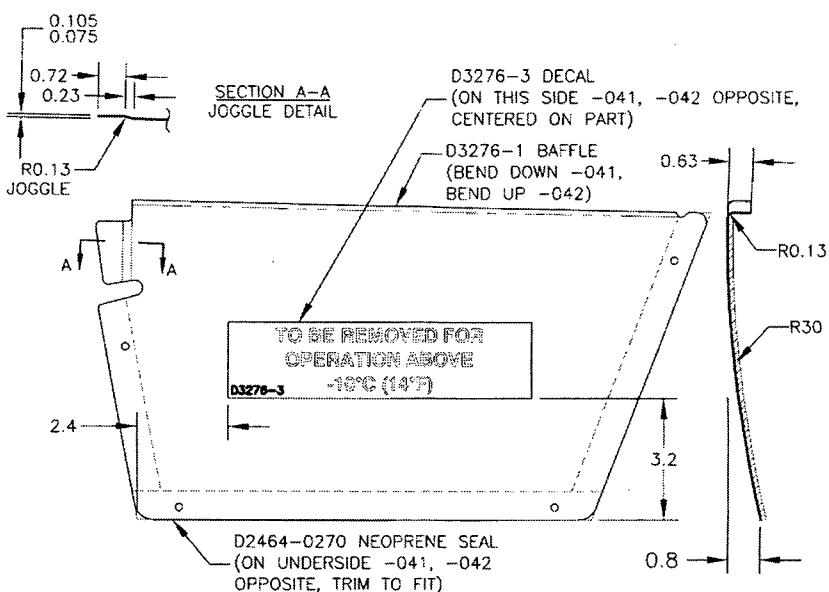
D3276-1 BAFFLE (FLAT PATTERN)

- 1) MACHINE PER DWG FILE "D3276-A.DWG"
- 2) MATERIAL: 6061-T6 ALUMINUM 0.040 THICK (QQ-A-250/11)
(REF DART SPEC. M6061T6S.040)
- 3) FINISH: CHEMICAL CONVERSION COAT PER DART QSI 005 4.1
POWDER COAT GLOSS WHITE (4.3.5.1) PER DART QSI 005 4.3
- 4) ALL DIMENSIONS ARE IN INCHES
- 5) TOLERANCES ARE PER DART QSI 018 UNLESS OTHERWISE NOTED



D3276-3 DECAL

- 1) RED LETTERING ON WHITE ADHESIVE BACK
- 2) MANUFACTURE FROM 3M 7 MIL MASKING FILM #8522CP OR AVERY IPM #2031
- 3) ALL DIMENSIONS ARE IN INCHES
- 4) TOLERANCES ARE PER DART QSI 018 UNLESS OTHERWISE NOTED



**D3276-041 BAFFLE ASSEMBLY, LH (SHOWN)
D3276-042 BAFFLE ASSEMBLY, RH (BEND/JOGGLE OPPOSITE)**

RE-
05/02/02
RELEASED

B	05.01.25	LABEL NOW -10°C; CURVE PART
A	05.01.07	NEW ISSUE
DESIGN CP	DRAWN BY CP	DART DART AEROSPACE LTD. HAWKSBURY, ONTARIO, CANADA
CHECKED <i>[Signature]</i>	APPROVED <i>[Signature]</i>	DRAWING NO. D3276 SHEET 1 OF 1
DATE 05.01.25	TITLE BAFFLE ASSEMBLY	SCALE 1:3

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DART AEROSPACE LTD.

Chris Provencal

From: David Shepherd [dshepherd@dataero.com]
Sent: June 26, 2008 1:08 PM
To: 'Chris Provencal'
Cc: 'Mike Petsche'
Subject: RE: NCR D3276-041

Hi Chris,

I would be inclined to accept these parts. As you mention, they will not be under any load. Also, if the tab breaks off, I have checked with Harvey, and it will fall into an area of the R44 helicopter where it will not cause any damage.

Since they were re-bent after powder, could you do an LPI to check for cracks rather than a powder removal. If the metal is cracked, the paint will also be cracked, right? If not, perhaps you could spot check a couple for cracks?

Do we need to clarify the drawing to prevent this from happening again and to change to the 45 degrees for the future? I believe the 45 degrees was covered on a deviation.

Again, though, why is it 22? And why is it only discovered after paint? Its like we need to bend 1 and then check that we are bending it right before we bend the rest.

David

From: Chris Provencal [mailto:cprovencal@dataero.com]
Sent: Thursday, June 26, 2008 10:33 AM
To: 'David Shepherd'
Cc: 'Mike Petsche'
Subject: NCR D3276-041

David,

Qty(22) D3276-041 Baffle Assembly. The joggled tab was bent in the opposite direction from the dwg. They were all reworked to the correct the joggle (re-bent opposite). The grain directions are all at 45 degrees (not vertical per dwg). They were bent while powder coated, so it's impossible to inspect the surface of the aluminum in their current state. One baffle cracked during re-bending.

The part is bolted in, the tab is unlikely to be under any significant stress. However, I'm thinking they should maybe strip the parts (at least locally) to inspect the surface for cracks, especially since one cracked during re-bending. That probably won't be popular....

The re-work is not in an obviously non-structural location so I don't have delegation to approve the parts. What do you think?

-Chris

PS. Did you have a chance to look at the 350 aft tube deviation?

No virus found in this incoming message.

Checked by AVG.

Version: 7.5.524 / Virus Database: 270.4.1/1521 - Release Date: 6/26/2008 11:20 AM

No virus found in this outgoing message.

Checked by AVG.

Version: 7.5.524 / Virus Database: 270.4.1/1521 - Release Date: 6/26/2008 11:20 AM

W/O:		WORK ORDER CHANGES							
DATE	STEP	PROCEDURE CHANGE			By	Date	Qty	Approval Chief Eng / Prod Mgr	Approval QC Inspector

Part No: D3276-041 PAR #: _____ Fault Category: _____ NCR: Yes No DQA: PD Date: 08/07/03
D044-717-011 QA: N/C Closed: _____ Date: _____

NCR: <u>39663</u>		WORK ORDER NON-CONFORMANCE (NCR)							
DATE	STEP	Description of NC Section A	Corrective Action		Section B		Verification Section C	Approval Chief Eng	Approval QC Inspector
			Initial Chief Eng	Action Description Chief Eng	Sign & Date				
<u>08/07/01</u>	<u>3.0</u>	<u>1 part crushed while re-bending.</u> <u>BB</u>	<u>Initial</u> <u>as is</u>	<u>Scrap: des troj</u>	<u>WT</u> <u>08-07-02</u>		<u>08/07/01</u>	<u>08/07/01</u>	<u>08/07/01</u>

NOTE: Date & initial all entries